Syracuse Road EIS Public Meeting #3 July 21, 2004

Part			1	1							J	July 21,	2004										
Part														N	Mtg. 3								
Part					l																		
March Marc			Property			1. Alternatives	2. Please indicate the Alternative	(s) you prefer for Syracuse Road (1000 W. to 2000 W.) and	2 Elevibility in Highwa	av Docian allo	owe come	alaments of the	roadway or	oss sooti	ion to bo	modified Bloom identify your professions for Surgeuse	. Poad /100	0 W and 2000 W):					
March Marc	Last Name	First Name	different from			or oppose this	action and explain why.	could be added/changed to improve the Alternative(s).	o. r ieżibinty iii r iigiiut	ay Design and	ous some (cicinents of the	rouumuy or	000 0000	.0 10 DC	mountain rease mentily your preferences to cynadiae	711000 (100	o 11. and 2000 11.j.					A Diagonista and additional comments of the second
No. No.			mailing)	Attendance	Comment				Madian laft turn land	Travalla	/h	in cook discostic	>	Chau	delese	Cidemalka & Baskatrina		14	lian Tunas			1	have regarding this project.
Second Continue						Support	Onnose Comment No-Action Ontion A Ontion	n C. Ontion D. Comment	Median/left turn lane	IraveiLa	Lanes (two i	in each directio	n)	Snou	liders		I N			ea between Inter	sections	Comments	
No. 10 10 10 10 10 10 10 1						опрроге	Spinor Sp	osimicin	14-ft 13-ft Other	r 12-ft 11.	1.5-ft 11-ft	ft 10.5-ft O	ther 12-ft	10-ft	5-ft (Othor	Raised/ Raise	1/	_ Raised/	Raised	1	
Part																		раче		in.usuapet	paveu		I can understand why the majority of responders would favor a south shift. They are the original Syracuse residents who have lived here forever. The residents on the north side are 95% renters who really don't care because they will not be affected either way. Those who are bought out will
Part	Barber	hii C. & Beth H.	1532 W. 1700 S.	1	1	1		1											1				not suffer any impact. It will be those who are left to deal with the dirt and mess from construction that will be impacted. Therefore, since there are 38 houses on the north side to be removed and only 24 on the south disk, there would be less people adversely affected by leaving the 24 and removing the 38. That is only good common series. Also, why would by loggle to the north on the South East end to avoid the control of the control of the control of the control of the north on the southwest end to avoid the businesses there and the new museum, when you would have a straight shot from end to end if you went with a north shift in the beginning? The apartments on the northest and are already in a declared blighted area and will be removed in any case. There is already as at back established on the north side when you get to Banbury Suddivision so there would be no interference there. The puriming stop can direction grave a real asin certains to these should be no problem removing them. And it would think a north shift would solve on the very limit a trian due to an inacheous testion drain system, so they say, and the first people the call is the City.
Part	Benett	ohn ira Δ & Vickia Δ	1679 Marilyn Dr.	1 2																			
Part																							
Marie Mari	Chatlin	im & Kathie	1679 Marilyn Dr.	2	1	1	It doesn't make sense to have two roads to maintain. Antelope Dr. would still be inadequate.	south and affect about half as many residents and/or businesses than the other		1			1			1		1	1				
Manual Process Manu	Checketts	yAnn	1565 S. 1525 W.	1	1	1	1 1									1		1	1				Doughter of Charrel Rumbarn, concerned with her property
Marie Mari	Chilson	ouglas F. & Charlotte A.	1071 W. 1700 S.	2	'											· ·							Dadgitter of Cherror Burnham - Concerned with the property
Column C	Cook	leone	2324 W. 700 S.	1				Living along the procent read is a															
Part Control Control	Criddle	orine J. and Lacey A.	1557 W. 1700 S.	1	1		1 I could live with E. Not F. I wouldn't have to move. 1	nightmare. I hate to move but don't want the furmes and noise.	ie .														
Part	Dahl	Volleen F. & Van T.	1797 W. 1700 S.	1	1	1	looking road on 1700 S down to 1000 is very nice. We want 1000 to 2000 to look straight and not curvy. Also, if 1700 S. hooks into Legacy someday we want it to be	without a front yard and make it so dangerous to pull not the highway. Option C would be our choice. The road would look much mice, it would be safer, and would cost less - fewer houses would have to be acquired. What happened to Option B? We did not like that one. Option D: Too costly with so many homes to be removed. Give the north side some	1	1				1		1		1	1				Lets get it rolling. We are in great need of widening. It is impossible to get out of our driveway between 3:30 pm and 7:30 pm and very dangerous. There are accidents between our house and the two intersections weekly (Banbury and Heritage).
Code Design					1		As residents on 1625 S., we are not directly affected by any of the plans, but would strongly perfer our 1 neighborhood not be disrupted. Moving the road to the south would move the congestion and noise further from our home, and remove the problem of turning east from	friends and neighbors by chopping frontage from their properties. This would, in fun, lower their property values, probably affecting those of the entire neighborhood. If the homes on the north had to be removed, that would leave no noise buffer for us. We moved to Synacuse in 1970 because it was the "country." While it not realistic to keep it that way, we want to keep	1	1			1			1		1		1		Let's make this project as safe and pleasing to the eye as possible. We feel that all the residents west of us want is a faster way to get home.	impact the project would have on our property. We think our neighbors are
Dodge Jabon 1408 W 2175 S. 1 1 1 1 1 1 1 1 1	DeGroot	ack	1993 Allison Way	1		<u> </u>					1				H		\Box						(emailed 07/21/04), just a few thoughts about the project. First of all
Dulson Rick Farmington 1 1 1 1 1 1 1 1 1	Dodge	ason			1																		"historical houses" in my opinion hold no historical value at lat. They are old and runned down. Get id of them. I drive west and furn left not no Alson way at least two times a day. Not a fun experience after 3:00 P.M People behind you honk or go around nearly missing me and going off the parement. The school crossing at Alison way when in use, backs traffic up to Smith's Food King at times. I can't wait until you are able to start this project and get it done for the sake of everyone. And one last thing, please don't use the same contractor who did the first widening project East of 1000 west. Took a title to
Fining Judith J. and David S. 1533 W. 1700 S. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Dewey	levon L. lick			1	1	1		1	1				1		1		1	1				
Good Pill & Bev 1483 \$ 4500 W. 2			1533 W. 1700 S.	1	1	1	1	and families, so that is the best way to go. The centerline would only take front yards	1	1			1			1		1	1				
Gisson Walt West Point 1	Grisim		1483 S. 4500 W. 3816 W. Form By Circle	2																			
	Grissom	Valt Imer I. & Beverly Ann	1695 S. 1100 W.	1																			
Hansen Vicky 2678 W. 1700 S. 1	Hampton				1	1	1	Seems like it affects fewer people/homes	1	1			1			1		1	1				
	Hansen	licky	2678 W. 1700 S.	1																			

																1	Mtg. 3									
Last Name	First Name	Property Address (if different from		Coheritad	Alternative: Need and sho or oppose this	s E and F (off-culd be eliminates action and ex		Alternative(s) yo	ou prefer for S d be added/ch	Syracuse Road (1000 W. to 2000 W.) and nanged to improve the Alternative(s).	3. Flexibilit	ty in High	nway Design allows some el	elements of t	ne roadway	cross sect	tion to be	modified. Please identify your pre	ferences for Syracuse Re	oad (1000 W. an	d 2000 W.):					
		mailing)	Attendance	Submitted Comment							Median/le	eft turn lar	ne Travel Lanes (two in	n each direc	ion)	Shou	ulders	Sidewalks	& Parkstrips			Med	ian Types			Please list any additional comments, suggestions, or concerns you have regarding this project.
					Support	Oppose	Comment No-Action Option	A Option C	Option D	Comment	14-ft 13	3-ft Oth	her 12-ft 11.5-ft 11-ft	10.5-ft	Other 12-	-ft 10-ft	5-ft	Other 4-to 6- ft sidewalk with 3- to 5-ft parkstrip	6- ft sidewalk & no parkstrip	Near Inte	Delead	Raised paved	/	Raised/ Raised/ paved	Comments	
	an & Barbara arl	1491 W. 2125 S		1																						(emailed 07/23/04) Maintain flow of traffic. Maintain a 45 MPH speed limit. From a cost stand point option. 'E should be reconsidered. It should be a lo less expensive to build the road in an open area. It would also preserve 1700 South to be used as a collector for the new road. If the existing road is widened, it will make it very difficult to turn left on to some of the side streets or existing homes. Syracuse City should look at revising their General Plan, and maybe rezone some areas as commercial that are currently residential and vice versa.
Hellewell	ennneth	1439 S. 2600 W	1	1	1			1			1		1		1			1		1			1			and vace versa.
Holt	layton J. & Etheleen G	G. 1760 S. 1000 W	2	1	1				1	Because it will save our home.	1		1		1			1		1			1		We are in our seventies and this is a mammoth undertaking for us. We love our home.	
	athryn W.	1261 W. 1700 S	1	1	1		Either of these alternatives would leave us stuck between two roads. They are the worst of all the options. If there is anything historic in Syracuse it is the alignment of Syracuse Road.		1	I only would choose option D because it would leave my home intact. I realize it probably isn't the best alternative.	1	1	1			1		1		1			1			Just get a decision made. The wait is terrible.
lman l	ory	1667 W. 2115 S																								
Jackson Jepperson Johnson S	obert on Mark & Barbara B	1763 Allison Wa 3594 Inverness R. 2057 W. 1700 S	1 2																							
	om	1799 S. Allison Way																								
Johnson I	amona	1799 S. Allison Way	1																							
Keesecker \	/alter	1858 Allison Wa	1	1	1				1		1		1		1			1			1			1		Do it quickly.
	rian	1837 S. 1575 W		1																						[emailed 08/03/04]. Don't ruin existing neighborhoods by diverting the road a different direction. Has duit of one cost analysis to build an over-undered ype of road where West bound traffic would travel on the bottom and East bound traffic would read to not petwern to robow and 2000/W1? I would imagine it would be similar in cost to buying all the required property to widen the road. On the subject of widening the road the would prefer it were widened whichever way disturbed the least number of homeswhich is protably to the south. After further thought I think you should let each affected home from the remaining 5 plans vote on which plan they prefer. Then do what the affected home want. If I owned one of those homes I would choose the plan which demolished my home so I could get fair marker value for it. If im home remained it would only diminish in value and I would probably never be able to sell it. Let the affected homeowners decide which plan to choose.
Markos	my	1687 W. 1700 S	1	1	1		1	1		Less houses will be impacted. There is	1		1		1			1		1			1			Daughter of Cherrol Burnham - concerned with her property
McBride I	athy	1586 W. 1700 S		1	1			1		already curb & gutter & sidewalk on the north side. Any other options would eliminate our business (Pauls Automotive). We don't want to relocate out of Syracuse, which we would be forced to do with the other options. Also, need a light at Allison	1	1	1		1	ı		1		1			1			
McBride I	aul	1586 W. 1700 S	1							anny.							H								Median/left turn lane: 14 ft	
Medell	ernon R.	1778 Allison Wa	1	1	1			1																	Travel Lanes (two in each direction): 12 ft Shoulders: 12 ft Sidewalke & Parkstrips: 6-ft sidewalk & no parkstrip Median Types Near Intersections (including turn lane storage): Painted Area between intersections: Painted	
	osette	1195 W. 1575 S 1870 S. 1575 W	1	1	1		There is no justifiable reason to not use the existing roadway for the basis of meeting traffic needs/growth in Syracuse.	1		It would be nice if families on both sides of the road could be offered the opportunity to sell their homes for the road since the area is now zoned commercial.	1		1		1			1		1			1			I would like to see the road be an inviting entry to the heart of Syracuse (like the new 90th So. Section in Sandy).
Mills I Miya	allin oyce	1870 S. 1575 W 1895 S. Alison Wa	1 y 1								H			$\vdash \exists$			H				1 -					
Mullin s	tephen T. & Patricia L.	L. 1679 S. 1250 W	1	1		1	1		1	like Option A the most. I know it takes more homes, but I believe that there should be no homes led not his road unless productions to live them. From Main Street to 1000 West, it is basically business, who should elect to keep the flow the same from 1000 W. to 2000 W. W. can enhance the first impression of Synacuse by Joding the 8 buffer stip for the back neighborhoods of the main strip of 1700 South. The north side of 1700 South from Marily Drive to 1025 W. is zoned residential because the total service of the side of 1700 South from Marily Drive to 1025 W. is zoned residential because the total service of the side of 1700 South from Marily Drive to 1025 W. is zoned residential because the side on this busy road or have properly that furns rind cyesores for the public. More cot, but I also like raised landscape median. Also, lef's dress up the communication.	1		1		1					1	1			1	8' meandering sidewalks This will enhance Syracuse as an up-scale community which will bring in more homes and then more business which will bring in more tax dollars.	

																			Mtg. 3								
Last Name	First Name	Add diffe	Property ddress (if erent from mailing)	Attendance	Submitted Comment	Need and sho	s E and F (off-c ould be eliminat s action and ex	orridor alignments) do not meet the ed from further study. Please indica plain why.	3. Flexibility	r in Highway Design allows s		Please list any additional comments, suggestions, or concerns you															
					Comment									Median/lef	t turn lane Travel Lanes	(two in each o	lirection)	Sho	noulders	Sidewalks &	Parkstrips			Median Types			have regarding this project.
						Support	Oppose	Comment		No-Action Option	on A Option C	Option D	Comment	14-ft 13-	ft Other 12-ft 11.5-ft	11-ft 10.5-	ft Other	12-ft 10-ft	ft 5-ft	Other 4-to 6- ft sidewalk with 3- to 5-ft parkstrip	6- ft sidewalk & no parkstrip Other	Near Inters Painted	ections (including Raised/	Raised/ paved Paint	ea between Intersections Raised/ Raised landscaped paved		
	Debra A.	1687 V	W. 1700 S.	1																							
Velson	Donald G.	1687 V	W. 1700 S.	1	1	1		They are too disruptive to neighbor/ho properties leaving useless remains. I mess and problems with houses will be	They will make a	p	1		Option "C" would be the most cost effective as there is more open ground on the south there is more open ground on the south disrupted with a park stipe, sidewalk, and shoulder on the north side of the road. The remaining homes would be faither back from the traffic and have room to park on the street and access the road from their direvways safely.	1	1			1		1		1		1			Putting all the utilities underground would be a good thing as power lines across the road have been hooked and broken before - creating a big sately problem. Also, power poles flave been hit and brought the power lines dow. Street lights would be a positive.
Niebergall	Steven	Ogden	ın	1																							
lield	Andrew K.	1747 S. H	Heritage Lane #A1	1	1	1				1				1	1			1		1		1		1			I am in support of eliminating Alternative F because it takes away Frontage from Heritage Commercial Plaza where my business is located
	Gloria K. Terry & Diane	1224 V 2486 V	W. 1700 S. W. 1500 S.	1 2									C or D would be OK for me personally.														
almer	Phillip Terry		W. 1700 S.	1	1	1					1	1	Looks like C would have least impact for landowners & relocation.		1			1			1						My business is next to the museum. I am hopeful of maintaining this location like C & D options because they impact me the least.
	Fred & Joannie Zigmund		S. 2000 W. S. 2200 W.	1	1																						Expand to 2 lanes each direction with additional room for bike lanes. This stretch of road sees a very large amount of traffic from Bicycle riders.
eterson	D. Logan	1154 V	W. 1700 S.	1																							Providing a safe avenue for them is a big concern.
oppe ound ay	James S. & Leanr Jim & Karen Paul	1828 V Clintor	W. 1700 S. W. 1975 S.	2																							
entmeister	Geraldine C. & Jame	1676 S	S. 1100 W.	1																							
chofield	Bruce & Mary Heather		W. 1700 S. S. 1575 W.	2	1	1		The curving road makes no sense to if few house are affected, no one wants highway & Antelope Dr. Also, there we to plow & maintain.	s to live between the	Э	1		Fewer homes are affected by shifting to the south than staying in the center (my second choice). Although centerline matches up best with the road east of 1000 E, I think the south shift makes the most sense.	1	1			1		1		1		1		I think raised/landscaped would be lovely, but is unnecessary. Since many children walk to school along this road, wide sidewalks a parkstrips are important.	A raised walkway across the highway near Allison Way would protect our children as they walk to school. I hate the idea of my young daughter hav to cross that road.
	Tom		Heights	1																							
	Dee & Barbara Matthew	Kaysvi 1821 S	ville S. 1575 W.	1	1	1					1		Least impact on homes				+										
ylor	Mark Melissa		S. 1250 W.	1	1	1		As growth occurs (more homes built) alternatives as causing more traffic pr alternatives.	I see these roblems than other		1		I see this plan as having the least impact or the few existing historical homes.	1	1			1		1		1		1		I'm pleased the plan calls for bicycle lanes - it would be even bette a bicycle lane could be placed where alternatives E of F would have been.	or I hope the speed limit on the finished road will not exceed 45 mph (less is a even better)
	Darve & Mabel Ronald D.		s Automotive S. Bluff Rd.	1	1		1			1			I rent the building where Thurgood Plumbing is. I have a long term lease. Do I get a relocate fee for moving my business? We get a lot of advertising from being on Antelope Drive.	1	1			1		1		1		1			
	Carolyn		David St.	1	1	1		Alternatives E & F would create parkir my place of employment on Allison W more difficult to get to work as well.	Vay. It would be	t	1			1	1			1		1		1		1			There are many elementary age children who ride bicycles to school belv Alizon Way and 1250 West. The bicycle lane would pose a significant at risk for them as Class II or III. A Class I route would be a safer alternative These same children and others from Maniyn Acres suddivision also ride lokes to the park by Syracuse Elementary for sports they are involved in.
zant Illace	Lynn & Karen Brian & Wendy	1833 V 3391 S	W. 1825 S. S. 875 W.	2																							
lliams	James & Lynette	1783 S.	S. Allison Way	2	1	1		I support this because I' m on E & FI question - How is it that the state will so many historical homes? Do you drugs to have the state say "no" to them do we have to wait and see?	let you take down draw up your plans			1	The road desperately needs to be widened. The traffic is so backed up with only two lanes. I would suggest putting a stop light at Alisson Way (1250) and taking the oad straight over to the other side of 1700 and hooking it up to 1250 over in that community - so that both sides are readily available to get into, thus enabling both communities access to each other!	1	1			1			,		1		1	Landscaping is preferred due to the impact of entering a city. It makes it look more "earth friendly." Tourism is a big thing out to Antelope Island. You want to make it look inviting to get there.	The road needs to be done. When will we know if the state has approved your plans? We all feel like sitting ducks waiting to get run over.
lliamson	Shawn	Clearfi	field	1 88	31	23	4	11		0 6	6 18	7	18	19 2	0 23 0	0 0	0	17 5	0	0 20	2 1	18	4	0 19	4 0	8	19